

Junction City Transportation System Plan Update

Citizen Advisory Committee (CAC) Meeting #2

Meeting Date: September 27, 2012
Meeting Time: 5:30 p.m. to 7:30 p.m.
Meeting Location: Junction City Council Chambers at 680 Greenwood St.

Participants

CAC Members:

- Bob Biswell
- Mike Kaiser
- Kurt Straube
- Jason Thiesfeld

Project Management Team:

- Stacy Clauson , Lane Council of Governments/City of Junction City
- John Bosket, DKS Associates
- Savannah Crawford, Oregon Department of Transportation
- Steve Faust, Cogan Owens Cogan
- Kevin Watson, City of Junction City

Sign-in, Introductions, and Agenda Overview

Steve Faust welcomed everyone to the second meeting of the Junction City Transportation System Plan (TSP) Update Citizen Advisory Committee (CAC). It was recognized that this was actually the third meeting of the CAC because a special session was held in the spring of 2012 to provide an update on the project status. However, this was the second regularly scheduled meeting of the CAC for the project, with the first being in August 2011. After introductions, Steve reviewed the agenda and asked for any additions of which there were none.

Project Status

John Bosket explained that the group had not met in more than a year due to delays in the Comprehensive Plan Amendment process. Since the TSP must be in line with the Comprehensive Plan, the project team was hesitant to move forward too quickly until the Plan was approved. There are two phases to the Comprehensive Plan Amendment process. Phase 1 was launched in 2010 and included an urban growth boundary (UGB) expansion that was approved and has been annexed into the city. Phase 2 included a UGB expansion along the west side of Highway 99 for commercial and residential development as well as parks to support the new development. The Plan was approved by City Council on September 17, 2012. The next steps in the process are for Lane County to co-adopt the Plan before it goes to the state for review and approval.

In May, the City Council directed staff to move forward with elements of the TSP that are not impacted by the Comprehensive Plan Amendment. DKS Associates prepared the existing conditions report ,which the CAC will discuss today. The next step will be to compile future transportation needs and improvements. It is the understanding of some

CAC members that the future needs analysis would be split into two parts: the bicycle, pedestrian and transit components which are not as dependent upon Comprehensive Plan Amendment approval and the motor vehicle component, which is. John indicated that both short and long term needs will be on the table for discussion moving forward.

Input from Alley Access Management Subcommittee

The Alley Access Management Subcommittee also met about one year ago to discuss concerns with the use of public alleys for property/business access to OR 99 between 17th Avenue and 1st Avenue as recommended in the OR 99 Junction City Refinement Plan. Concerns include utilities, garbage cans and other obstructions in alleyways. Also of concern is ensuring a business friendly approach that avoids costly improvements that could negatively impact development. Other concerns include alleys being blocked for periods of time by garbage or utility trucks and already constrained lot depths of approximately 100 feet.

CAC members stress that it is important to keep the plan flexible so it can change as state standards change. Savannah Crawford indicated that ODOT is refining policy language to be less prescriptive than the current access management plan for OR 99. CAC members also pointed out that ODOT had categorized every driveway along the corridor and that those categorizations may have had some indication of how each driveway was to be treated in the future. Savannah was not familiar with this work, but suspected it may have been related to a paving project and would only have had relevance to actions taken at that time. She will investigate this and see what she can find.

Draft Chapter 3: Existing Conditions

John reviewed the draft Existing Conditions report by mode of transportation. The study area for the report includes the entire transportation network within the Junction City UGB. The current mapping was based on the adopted Comprehensive Plan prior to September 2012. These maps will be updated to ensure the TSP reflects the currently adopted Comprehensive Plan. Oregon Statewide Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces) is mentioned briefly in the report. Streams and wetlands are mapped and historic and archaeological sites were identified, though not mapped to protect their potential sensitivity. These resources will be referenced and considered as future potential projects are discussed.

CAC members indicate that the classification of High Pass Road is inconsistent in city and county planning documents and even within this report. John agreed that street functional classifications in the current TSP are not clear and that confusion over classifications should be addressed through this process. CAC members also suggest that Phase 2 of the OR 99 couplet plan be reviewed because the recommendations to widen High Pass Road would impact the historic cemetery.

Pedestrians

Pedestrian safety is a big area of interest. Most destinations in Junction City (downtown shops, schools, parks) are located within what is considered a comfortable walking distance

of ½-mile of population centers including transportation-disadvantaged populations. The city's flat topography also adds to a walkable environment.

Arterial and collector streets located near the downtown core have sidewalks on either one side or both sides of the street. Moving away from downtown, areas that were developed in the 1970s have fewer or no sidewalks. Sidewalks are more common in either the older or newer residential developments. Significant gaps in the sidewalk network are found along Oaklea Drive, 18th Avenue, 1st Avenue and the western ends of 10th and 6th Avenues. Other gaps are found on Prairie Road from 1st Avenue to at least Bailey Lane. Sidewalks are generally five to six feet wide, which is considered adequate. The one exception may be in the downtown as the Technical Advisory Committee questioned whether the sidewalks in this area are wide enough to accommodate street furnishings, storefront displays, and a walking zone. CAC members indicate that the sidewalks in the downtown seem to be wide enough.

Sidewalks need to be compliant with Americans with Disability Act (ADA) standards and regulations. Many sidewalks have an older design, which the city is retrofitting over time. There are some maintenance issues that will not be dealt with through the TSP but were referred to the public works department. John asked CAC members if the city should develop an ADA program or address noncompliance on an ad-hoc basis. CAC members support retrofitting sidewalks as a goal or policy, but do not want to be too prescriptive in terms of identifying a specific number of intersections that should be retrofitted or amount of money that should be spent each year. A goal or policy will help ensure that sidewalks are upgraded with new development and may help obtain state or other funding. CAC members also indicate that the railroad continues to be a barrier for pedestrians and ADA accessibility. In regards to paths, the Parks Master Plan includes a recommendation to connect 6th to 10th Avenues and 10th to the rest of the network through a shared-use path. CAC members recommend building the path adjacent to the ditch/streambed.

Most crossing improvements are needed along OR 99. Signaled crossings are too far apart to be usable for many pedestrians. CAC members indicate that speed limits may be too high on Oaklea coming into the city. They would like to see more marked crossings at intersections if funding does not allow for them to have signals. John indicated that there are a variety of ways to address dangerous crossings in addition to typical signals, including pedestrian activated signals and additional lighting. Outreach to schools regarding crossing and bike safety is encouraged. Creating a safe pedestrian crossing on 1st Avenue at Maple Street should be a priority. Sidewalks are also needed along 1st Avenue/High Pass Road because a lot of school kids either walk out there or stand along the road waiting for a bus. The signals along OR 99 should be upgraded to include better illumination to improve safety. No other pedestrian issues were identified.

Bicycles

Bikeways are required on all arterials and collectors by state law. Bikeways can include a variety of treatments such as bike lanes, shoulder bikeways, shared roadways or shared-use paths. There are no designated bike lanes in Junction City. Most bike facilities in the city

are on the road. CAC members state that recreational biking is common and guide signs would be helpful. There appears to be a lot of bike traffic on High Pass Road. While OR 99 cannot be widened for sidewalks or bike lanes, most streets in the city can accommodate bike traffic on shared roadways. Some wide streets, such as 6th Avenue, Oaklea Drive and 18th Avenue could accommodate a bike lane. The next step is to identify the best approach for each road.

Bike parking in the city is limited, but required by code for certain types of new commercial and residential development. No further bicycle issues were identified.

Transit

Junction City is served by Rural Route 95, provided by Lane Transit District (LTD) and two Park & Ride lots. CAC members feel that transit stops should be priority areas for ADA improvements. Curb inserts for buses at stops to get buses out of the traffic flow should be considered if cost and right-of-way are not significant obstacles. LTD provides their required paratransit service through RideSource within the Eugene-Springfield Metropolitan Planning Organization (MPO). Currently, paratransit service is only available within Junction City for people covered by Medicaid. Junction City would need to join the MPO to receive complementary paratransit service from RideSource. It is believed that Junction City will have a large enough population to join the MPO when results of the 2020 census are available. CAC members were asked if the current bus stop locations and route were adequately servicing the city. There was no knowledge suggesting that this wasn't the case. No further issues related to transit were identified.

Motor Vehicles

There is some confusion about roadway jurisdiction and functional classification in Junction City. The City maintains jurisdiction over many roadways in the city, but the highways are under ODOT jurisdiction and many other roadways through and surrounding the city are operated by Lane County. The TSP process should provide clarity on these matters.

Junction City development standards for new development appear to be complete. The map of speed limits and major traffic controls in the Existing Conditions document contains one error, which will be fixed in the final document. Junction City and Lane County adopted an Access Management Plan as part of the OR 99 Junction City Refinement Plan. Speed limits and traffic relief along High Pass Road should be addressed. Recommended changes in speed limits will be documented, but not changed, as part of the TSP process. CAC members are also concerned about areas in need of additional lighting. There are several possible funding mechanisms for lighting in addition to their addition with new development.

There do not appear to be any issues related to congestion in the City, including on OR 99 (all standards for mobility are being met). Most motor vehicle collisions occur along OR 99, with the intersection at 10th Avenue having the highest frequency of crashes. Overall, the most common collision types are rear-end and turning collisions. While rear-end collisions are common at signalized intersections, turning collisions are actually the most frequent at

the intersection at 10th Avenue, which is somewhat unusual. In addition to intersections along OR 99, the intersection at 18th and Oaklea was noted as a safety concern due to limited sight distance. No further issues related to motor vehicles were identified.

Rail

Previous efforts to relocate the railroad tracks along Holly Street appear to have halted. Bike and pedestrian crossings along the railroad continue to be an issue. No further rail issues were identified.

TSP Mission, Goals, and Policies

At the previous CAC meeting, members identified several new goal topics for consideration in the new TSP. The one possible goal topic identified during the meeting was Safe Routes to School. CAC members did not have any other goal topics to add, but were reminded that goals can be added throughout the TSP process as needed.

Public Comments/Questions

There were no public comments.

Next Steps and Adjourn

DKS will revise the project schedule in coordination with Stacy and Savannah after confirming the project direction with City Council. Next steps will be to identify future needs and improvements and vet them and the existing conditions at a public meeting.